

Patent Claims:

1. A method of improving a tire pressure detection system with indirect measurement, such as in particular a pressure loss detection method on the basis of the wheel speed data (DDS), wherein the determination of reference values is made dependent on driving parameters, characterized in that a two-dimensional or multi-dimensional completely closed range of driving parameters is produced, within which currently determined reference values are admitted as being valid.
2. The method as claimed in claim 1, characterized in that the driving parameters are a selection of two or more driving parameters of the group of
lateral acceleration
characteristic quantity for straight travel
vehicle yaw rate
vehicle lateral acceleration
wheel torque
tire torsion
slip, and
vehicle speed, especially v_{ref} .
3. The method as claimed in claim 1 or 2, characterized in that the driving parameters are used for the activation and/or deactivation of the data input in the pressure loss detection method or for the correction of the characteristic quantities found.

4. The method as claimed in at least one of claims 1 to 3, characterized in that the driving parameter 'wheel torque' is the wheel torque of a driven wheel or a quantity of corresponding behavior, with the wheel torque being determined in particular by way of a rating which results from engine data and power transmission data among others.
5. The method as claimed in at least one of claims 1 to 4, characterized in that the lateral acceleration and the yaw rate are either measured by sensors or produced from wheel rotational data.
6. The method as claimed in at least one of claims 1 to 5, characterized in that a band (2) is placed around an imaginary curve (1) of the function of a first driving parameter, which is the wheel torque in particular, depending on a second driving parameter, which is the vehicle speed in particular, said band forming the closed range of driving parameters in the plane spread out by the first driving parameter and the second driving parameter, with the said curve being plotted during stationary travel.
7. The method as claimed in claim 6, characterized in that the first zone of driving parameters (T1, T2) spreads out a plane at a defined value of the second driving parameter (VS) jointly with a third driving parameter such as the lateral acceleration and/or the yaw rate in particular, the surface of said plane depending on the second driving parameter and the third driving parameter.

8. The method as claimed in claim 6 or 7,
c h a r a c t e r i z e d in that the band includes a
discontinuity (3) which expands or narrows the range of
driving parameters within the range defined by the band
within a range of the second driving parameter.